

Dear Sir or Madam,

I am writing to officially **OBJECT** to the proposed 'A40 Llanddewi Velfrey to Penblewin' road project and to the making of the associated orders.

The proposed scheme would induce additional traffic along the A40, which would increase emissions of greenhouse gases. The scheme is therefore incompatible with the wellbeing of future generations, in particular the need to respond to the climate emergency.

Planning Policy Wales (Edition 10, December 2018) talks about "*avoiding the creation of car-based developments*" and "*encouraging accessibility by sustainable non-car modes*". The proposed scheme would do the opposite. Planning Policy Wales also states that "*It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development*"; the hierarchy places private motor vehicles at the bottom. If the Welsh Government were to order that the A40 scheme goes ahead, would they not be acting in contradiction of their own policy?

The traffic induced by the scheme could also increase congestion further east along the A40, A48 and M4. A '*Globally Responsible Wales*' would be improving public transport, not making private motoring more attractive.

Public transport would be disadvantaged by the construction of a bypass and provision of additional overtaking opportunities proposed. Faster car journeys would potentially lead to reduced patronage of rail and bus services. Also, the need for eastbound buses (turning right into Llanddewi Velfrey) to cross westbound A40 traffic may impact on journey time reliability. Personal experience has shown that buses can be delayed by over 10 minutes while waiting to make a right turn onto the A40.

One of the reasons given in 2010 for the proposed A40 scheme was that the road has a poor safety record. There do not appear to be any significant safety issues on the relevant section of the A40, except within Llanddewi Velfrey. Improvements westwards to Penblewin are unnecessary, with no clear preference for a new alignment expressed at the 2006 consultation.

The main issue therefore appears to be community severance in Llanddewi Velfrey. 75% of respondents to the consultation were residents, with strong support for 'improvements' east of Ffynnon Wood. "*Of greatest concern was the excessive speed of traffic followed by poor safety for pedestrians, equestrians and cyclists.*"

The proposed bypass would cause unacceptable damage to ancient woodland north of Llanddewi Velfrey. It would also result in a loss of passing trade for local businesses. These impacts could be avoided if a package of alternatives to the bypass were pursued instead. Such alternatives could include:

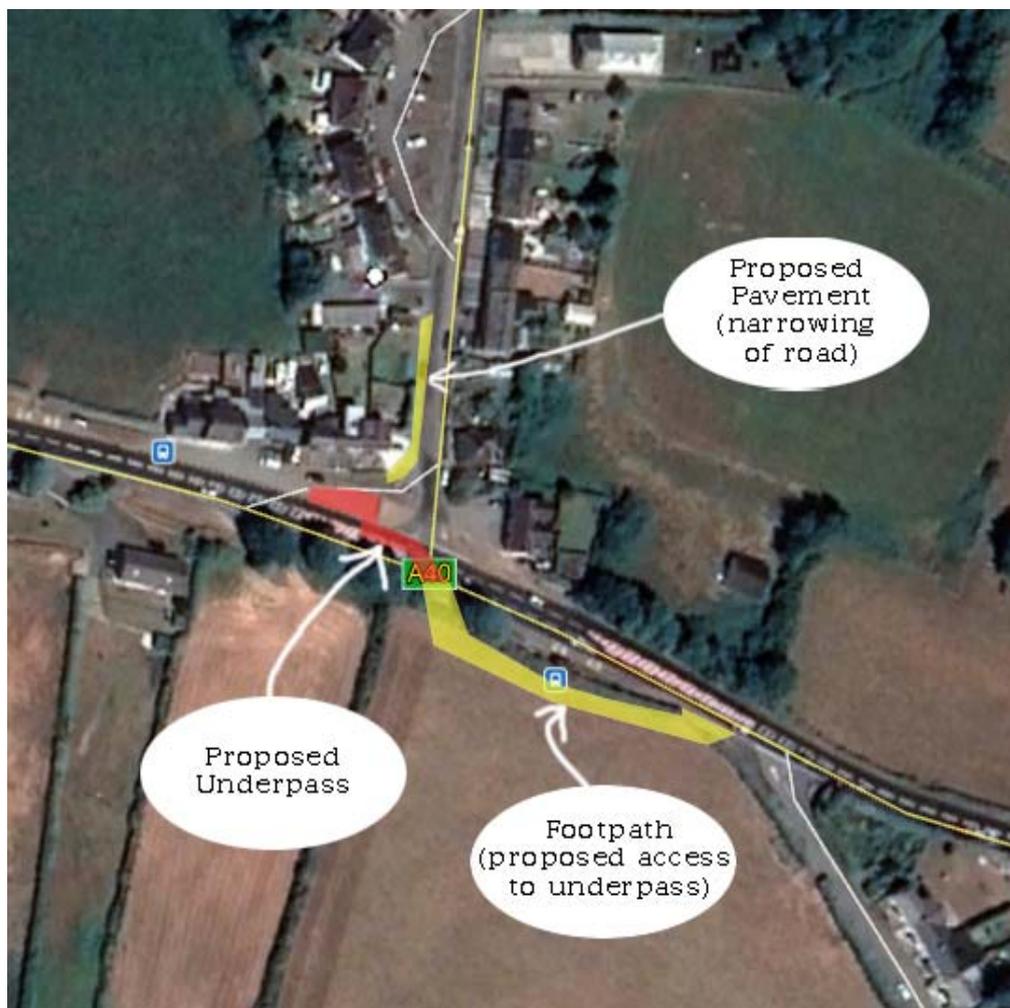
- provision of an underpass near the war memorial in Llanddewi Velfrey
- a further reduction in the speed limit through the village
- traffic calming measures
- pavement widening and provision of new pavements

These alternatives are likely to be substantially cheaper than road construction.

I am also opposed to alterations where the A40 runs through Ffynnon Wood. Here, the Welsh Government's proposal for the A40 appears to involve a slightly wider footprint. I note that this is an ancient woodland and therefore any works in this area are a cause for concern.

I hope that the Welsh Government will recognise the environmental impacts of this scheme, and the hypocrisy of encouraging road traffic while claiming to support public transport.

I am sending this letter by e-mail to avoid unnecessary use of paper. Please could you confirm that my objection has been registered and noted in the same way as if it had been sent by post.



*Above:* illustration of proposed underpass and associated pedestrian access improvements.

Yours faithfully,  
Thomas J. Wheeler